

DeLorean World

Published Quarterly by the DeLorean Owners Association Volume 12, Number 1; 1995



DELOREAN FEVER

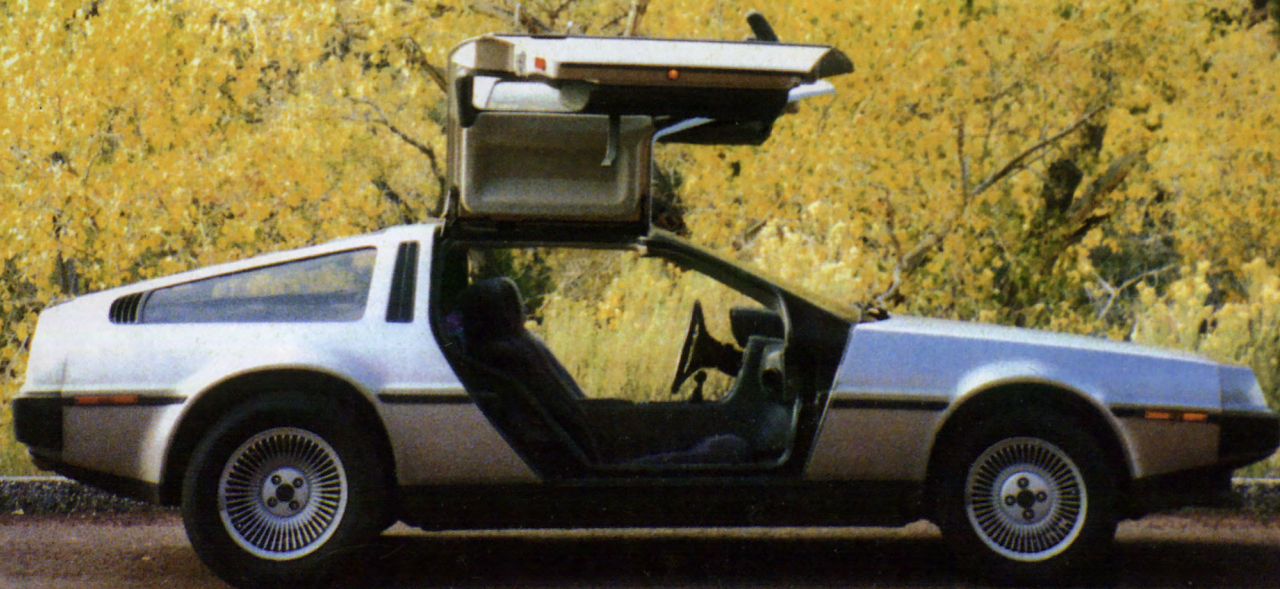
HOW NOT TO BUY
A DELOREAN

DELOREANS ON
PARADE

DELOREANS ON TV

THE NEWEST
AUTO MUSEUM

FIXING A PRE-
OWNED
DELOREAN



THE SUITE LIFE



L A S V E G A S

MARK YOUR CALENDAR - SEPT. 28 - OCT. 1, 1995
DELOREAN EXPO '95



COVER PHOTO:

*Photo by Barbara Houston
Zion National Park*

DELOREAN WORLD

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CLASSIFIED

DeLorean World

DeLorean World, Volume 12, Number 1; 1995

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PRESIDENT'S MESSAGE

By David Knudson



As I'm writing this, California is being besieged once again. This time it's rain and mudslides!

Our home is perched in one of those infamous canyons and I'm hoping my desk and DeLorean don't float down the hill.

declining.

But then there's the second side of the phase which doesn't glitter at all. It's dirt and dents. This side is defined very well in Bruce's article. I'll call it the, "DeLorean's are selling for less than \$10,000" side.

Now, I'm not going to tell you you can't buy a DeLorean for less than \$10,000 because we've all heard stories about someone who found a great car for peanuts. And who am I to argue? But I've heard a lot more stories from our repair facilities explaining that many of these "great deals" will cost their owners more to fix up than they're worth.

ALL KINDS OF PLANS

January 6th through the 8th, your Board of Directors met at the Radisson Suites in Oxnard, California for a weekend planning seminar. The last one we held was nearly four years ago and it produced many new and excellent ideas that have since been implemented.

If anything, this year's seminar was even more productive. As 1995 progresses, you will see a lot of these concepts taking shape.

"IT'S A BEAUTY. ONLY \$8,500!"

Bruce Benson of Minnesota has been a regular contributor to the pages of DeLorean World and his article in this issue is one of the funniest I've read anywhere. It's about finding that "great" DeLorean for only \$8,500.

They say the best comedy has its foundation in tragedy and that's exactly what we have here. Read it. Laugh and cry.

THE CHANGING DELOREAN MARQUE

Bruce's article poignantly points out a part of the phase the DeLorean marque is currently going through.

I say 'part' of the phase because I see the phase as three-sided. On one side, we have glitter; foreign collectors paying top dollar to have pristine cars shipped to them. We also have the DeLorean continually being lauded as the collectible of the decade; keeping its value up where most other collector cars are

A DELOREAN ISN'T FOR EVERYONE

A great many of our wonderful cars have fallen into the hands of people who should never have purchased them in the first place. They bought the cars second, third, fourth or fifth hand after each preceding owner had trashed them as best they could. So, now the guy on the bottom of the pecking order wires, straps and tapes the thing together. Then puts the car in the want ads for \$8,500 claiming it only requires a little work.

In fact, there are plenty of want ads out there for battered DeLoreans being offered for \$10,000 to \$15,000. Unfortunately, the ads usually don't say they're battered. So, this gives many people who don't know any better the impression that all DeLoreans sell in that price range.

A NEW GENERATION

Josh Schwartz from Florida nicely describes the third side of the current phase in this issue - the second major generation of DeLorean buyers. They're young, they relate the car to 'Back to the Future' and they have pride in their stainless steel time-travelers. Sure, they're not rolling in bucks yet but the last thing they'd do would be to nickel and dime their DeLoreans into early graves.

On overview, I think this multifaceted phase the car is going through is really positive for the marque. Even those who batter their cars can be considered a positive influence because, after all, they are increasing the value of our quality cars by making the marque even rarer when the junk yard's crusher does its job. ☺

AREA REGIONAL CHAPTER CALENDAR OF EVENTS FOR 1995 PAST-PRESENT-FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

DELOREAN OWNERS ASSOCIATION

Linda Porter, Activities Director
619-436-9671

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Mary Ruth White, Coordinator
713-664-1833

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818-993-0967

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AREA REGIONAL CHAPTER 39

Northern California
Tina and Gary Hall, Coordinators
707-538-0737

AREA REGIONAL CHAPTER 38

United Kingdom and Ireland
David Howarth, Coordinator
094-288-2331

FEB 16-19

Techno Classica Essen,
West Germany

MAY 6-8

NEC, BBC TOP GER, Classic
and Sports Car Show

MAY 7

Annual General Meeting

NOV 1995

NEC Birmingham, England

AREA REGIONAL CHAPTER 41

Oregon
Knut Grimsrud
503-297-7523

JAN 29

Sunday Brunch

MAR 17 or 18

St. Patrick's Day Event

MAY 14

Spring BBQ & Tech Session

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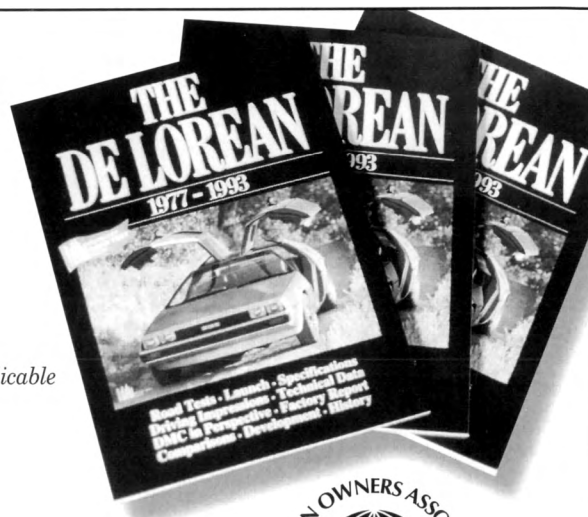
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TechQuest



by John F. Truscott, Technical Director

Tech Quest is an ongoing feature of DeLorean World. Send me your technical questions about the DMC-12 and we will print as many questions and answers as we have space available. As Technical Director, it seems like an excellent way to share technical information with all of our members.

Mail your questions (typed or printed) to me, John Truscott at 879 Randolph Road, Santa Barbara, CA 94311-1030.

*From: Hiro Takahashi - #4118
High Hill, MO*

Q: 1: How does the overhead light switch on?
2: What does the round unlabeled knob on the console by the shifter do?

A: 1: The overhead lights (there are two of them) have a switch built inside themselves. If you push on the forward part of the lens, it will rock forward and the light will be controlled from the door switches. If you press on the rear edge of the lens, it will move to a flat and off position. If you press the rear edge again, the light will go on and stay on. The second light works the same way and is located over the package tray under your rear window.
2: The knob on your console is the dimming switch control for the instrument lights on your dash.

From: Many members

Q: Several members have called since the release of our new Service Facilities Directory, noting that there were no listings in their geographic area.

A: My recommendation to members, in the outlying areas of the country, is to use the Yellow pages of your phone directory. In the auto repair section, look for garages that are I.G.O.'s (Independent Garage Owners) with no affiliation to a major manufacturer.

When you have located a few of these shops, call on them in person, see if they have a shop you feel comfortable with to leave your DMC. If they do, discuss doing service and repairs on your car. After all, that is how they make their money, and if they look at your car they should see a product that is very easy to work on.

Most are afraid of parts shortages and lack of information about our vehicles. That is where your affiliation with the association will become a benefit, we are as close as a phone call to talk a garage through most of the problems they think may occur.

Follow up: We have heard from Barbara Houston up in Boise, ID with two new listings of shops in the Idaho area:

GREGG'S AUTOHAUS
2800 W. Idaho St. / Boise, ID 83702
(208) 342-4450 / Gregg Heering

TERRY'S AUTO REPAIR
504 E. 43rd St. / Garden City, ID
(208) 323-1792

Thanks for the info Barbara. ☺





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	012	Polo Shirt (no pocket),white (M)	\$28.00			
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	016	Sweatshirt,white or black (Lg & XLg)	\$25.00			
	016	Sweatshirt,white or black(XXLg & XXXLg)	\$28.00			
	057	Cotton Knit Sweater,black (M to XXXLg)	\$28.00			
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	018X	Association Embroidered Patch	\$3.75			
	024	Association Lapel Pin	\$3.00			
	025	10th Anniversary Lapel Pin	\$2.00			
	028-3	Logo Business Card Magnet	\$2.00	3 for		
	031	Association Chrome Car Badge	\$12.00			
	033	Logo Leather Key Ring	\$5.00			
	053-6	Silver Logo Stickers	\$1.00	6 for		
	065	Member Window Decal	\$1.25			
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	027A	Additional License Frames (MOCIAD)	\$3.00			
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	050	Wine Glasses - 1st glass	\$5.50			
	050A	Wine Glasses - additional glasses	\$4.50			
	054	Charcoal BIC Rollerball Pen	\$1.50			
	055	Association Tumbler - Red or Black	\$3.50			
	059	"Back from the Future" Video	\$36.95			
	060	Logo Stainless Wrist Watch	\$25.00			
	061	Logo Lucite Desk/Travel Alarm Clock	\$15.00			
	062	Logo Ceramic Coffee Mug (1st mug)	\$9.00			
	062A	Additional Logo Ceramic Mugs	\$7.00			
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	DW-6	DeLorean World - six issues	\$50.00			
	DW-12	DeLorean World - 12 issues + binder	\$100.00			
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	DWLE	DeLorean World Limited Edition (Vol. 2-4)	\$25.00			
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	ISSUE NUMBER	DATE PUBLISHED	COVER COLOR	COVER DESCRIPTION	
___	Volume 1, No. 1	August 1983	Black	Annual Picnic	Photo copy
___	Volume 1, No. 2	Winter 1983	Black	Products Fair	Photo copy
___	Volume 2, No. 1	Spring 1984	Black	Bonaventure Hotel	Photo copy
___	Volume 2, No. 2	Summer 1984	Black	DeLorean Doors Open	Photo copy
___	Volume 2, No. 3	Fall 1984	Green	Country Road	Photo copy
___	Volume 2, No. 4	Winter 1985	Blue	Monterey Coast	Limited or Photo copy
___	Volume 3, No. 1	Spring 1985	Black	Cyprus Gardens	Photo copy
___	Volume 3, No. 2	Summer 1985	Silver	Return from the Past - Back to the Future movie	
___	Volume 3, No. 3	Fall 1985	Gold	Gold Plated DeLorean	
___	Volume 3, No. 4	Winter 1985	Black	Twin-Turbocharged Engine	
___	Volume 4, No. 1	Spring 1986	Black	"Sunburst" Prototype - Automotive Centennial	
___	Volume 4, No. 2	Fall 1986	Black	Alaskan Sunset - DeLorean Performance	
___	Volume 4, No. 3	Winter 1987	Blue	Original DeLorean Artwork - Service Directory	
___	Volume 4, No. 4	Spring 1987	Black	Dream Machine - Association in Hawaii	
___	Volume 5, No. 1	Summer 1987	Black	2 DeLoreans -Florida & Las Vegas Conventions	
___	Volume 5, No. 2	Fall 1987	Black	Convertible Drawing - Gullwings of the '80's	
___	Volume 5, No. 3	Winter 1988	Red	Lincoln Memorial Drawing(<i>Mismarked Vol 6.1</i>)	
___	Volume 5, No. 4	Spring 1988	Gold	Lighthouse - World's Fastest DeLorean	
___	Volume 5, No. 5	Summer 1988	Black	F15 Fighter Plane - Turbo 'D'	
___	Volume 6, No. 1	Winter 1989	Black	Colonial Mansion - DeLorean Dream Alive?	
___	Volume 6, No. 3	Spring 1989	Blue	Couple in Embrace - Into the Night Rallye	
___	Volume 6, No. 4	Summer 1989	Green	Lake Tahoe - Clear Skies for a Great Auto	
___	Volume 6, Expo '89	Winter 1990	Black	DeLorean World Cover Panorama	
___	Volume 7, No. 1	Spring 1990	Pink	Back to the Future Clone - DeLorean Saga	
___	Volume 7, No. 2	Summer 1990	Gray	Custom DeLorean &Trailer at Columbia Winery	
___	Volume 7, No. 3	Fall 1990	Red	Atlanta Raceway - Run with the Big Dogs	
___	Volume 7, No. 4	Winter 1991	Black	Covered Bridge - Here's Johnny's DeLorean!	
___	Volume 8, No. 1	Spring 1991	Gold	Stainless Steeds at Brookgreen Gardens	
___	Volume 8, No. 2	Summer 1991	Orchid	Misty Solitude - Mount Riente, Hot Springs AK	
___	Volume 8, No. 3	Fall 1991	Black	Unisphere - DeLorean with Doors Open	
___	Volume 8, No. 4	Winter 1992	Black	Headlights On in Trees - The Longest Decade	
___	Volume 9, No. 1	Spring 1992	White	Gullwings	
___	Volume 9, No. 2	Summer 1992	Charcoal	Goodyear Blimp	
___	Volume 9, No. 3	Fall 1992	Blue	Entering the World of Fine Art	
___	Volume 10, No. 1	Winter 1993	Red	Red DeLorean in Trees - One of a Kind!	
___	Volume 10, No. 2	Spring 1993	Green	Scottish Castle - DeLorean on the Green	
___	Volume 10, No. 3	Summer 1993	White	DeLorean World on the Louvre	
___	Volume 10, No. 4	Fall 1993	Red	DMCL Test Track Revisited - Euro Expo '93	
___	Volume 11, No. 1	Winter 1994	Green	Historic Hardy Bridge - DeLorean on the Missouri	
___	Volume 11, No. 2	Spring 1994	Yellow	Palm Trees at Citadel - New Insurance Program	
___	Volume 11, No. 3	Summer 1994	Blue	DeLorean at EXPO '94	
___	Volume 11, No.4	Fall 1994	Yellow	DeLorean at Vanderbuilt Mansion	

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BulletinBoard

DUTCH DELOREAN ON TV

After writing to "Leo de Hass TV Productions" in Doorwerth, the Netherlands, Frank Lommen and Wendy Peeters (see article on page 14) were invited to participate in the very popular Dutch TV program called "Blip op de weg".

The authors travel a lot by train and keep their DeLorean as a hobby. Leo de Hass thought

electronic speedometer. This equipment is usually used to film traffic violations, but this time it was used to film the DeLorean in all day traffic.

Lommen and Peeters report a great, but exhausting, afternoon. They received a copy of the pre-edited pictures of all the driving shots. They report that seeing themselves driving their own DeLorean is great and recommend

that owners find a way to get video pictures of themselves driving their car.

About six months later, Lommen and Peeters got a second invitation, this time to participate

in a driving skill test. This test will also be part of the TV program. They were asked to drive around an indoor test track marked by pylons. Unfortunately they couldn't use the DeLorean but got VWs instead. The show will be broadcast in early 1995.

that was an interesting subject for an interview so, on June 17, 1994, a camera crew came to Venray to shoot the interview, which took all afternoon. They took action pictures of the car using a Volvo 850 GLT with an on-board camera connected to an



T-SHIRT CONTEST REMINDER

Don't forget to send your Expo '95 t-shirt design ideas by March 31 to:

Linda Porter
8960 Carroll Way
San Diego, CA 92121

Please refer to your last issue of DeLorean World for all the design requirements.

DELOREAN ONE OPENS NEW FACILITY

Chatsworth, CA - Co-owners of DeLorean One, Ed Bernstein and Stephen Wynne announce the opening of a new facility in Chatsworth, California.

Bernstein states, "We simply outgrew our Canoga Park location. In addition, the new facility has a much better layout for our customers, our business operations and our technicians."

This is the second California expansion move for DeLorean One in the last 6 years.

Wynne reported, "Much of our growth has come from out of state people who have us transport their cars into either our Texas or California facility. A lot has also come from DeLorean owners in foreign countries."

DeLorean One/California's new address is 20229 Nordhoff St., Chatsworth, CA 91311. Their phone number remains the same.



DeLoreans Wow Parade Crowd

On December 10, 1994, at Laguna Niguel, California six DeLoreans rode down the street in the Holiday Parade to an enthusiastic reception! The young people in the 15,000 person crowd shouted many expressions in kid-speak that translate into English as "nice car".

*DeLorean Owners Association
entry in the 1994 Laguna Niguel
Holiday Parade.*



DeLoreans Featured On FX Cable TV

On Thursday, September 29th, Everen T. Brown of Salt Lake City, Utah was featured on the FX Cable TV show "Personal FX". The entire show was devoted to some of Everen's more interesting collections, and highlighted his DeLorean memorabilia.

The segments on the hour long show were broadcast across the country live via satellite from Salt Lake City, and were well received. The two hosts of the show, John Burke in Salt Lake City and Claire Carter in New York City, were very impressed with the DeLorean collection Everen has amassed, and with the car itself.

Claire made repeated references to the DeLorean and what a fine automobile it was, once exclaiming that she "always wanted to know what it was like to drive a DeLorean"! Everen responded by saying "Its like lying down and floating down the highway."

At the conclusion of the show,



Everen made Mr. Burke an honorary member of the DeLorean Owners Association and presented him with some gifts. As the show closed, Mr. Burke announced that the producer of the show was a DeLorean fanatic and that Everen would send along some DeLorean gifts for the producer as well. 🚗

*Cast and crew of Personal FX
DeLorean Show: (l to r) Mike Fagan,
Everen T. Brown, Personal FX Host
John Burke, Kathleen Barrett,
Personal FX Producer Kaluska
Poventud, Michelle Van Brocklin, and
Nancy McManus. Note DeLorean
behind!*

Fixing A Pre-Owned DeLorean



by
Frank Lommen and Wendy Peeters
Venray, Netherlands

We bought our DeLorean in August, 1993 from an owner in Havixbeck, Germany. When we first saw it, it seemed to be nearly perfect and had 20,000 miles on the odometer. The story of how we got the car is itself interesting and is found on page 17 of this issue. But this article is about our experiences in fixing the things we found to need attention during the 10,000 miles we have driven the car. Living where we are in Holland, we cannot drive the car to a DeLorean maintenance shop; we had to learn what to do the hard way. The suggestions below are based on our experience over the past year. These are the repairs we have made. Some have already been outlined in earlier issues of DeLorean World. However, we hope they will be of use to current readers.

IDLER PULLEY BEARING

I, Frank Lommen, want to emphasize the importance of checking your idler pulley bearings. If they freeze, you can do a lot of damage to your cooling system, the engine and engine bay and consequently to your engine. You can look up the replacement procedure in DeLorean World, Vol. 5 No. 2. The bearing size you need is SNR 6202. At the same time that you replace these bearings, check your drive belt. We did, and found out that after thirteen years we were still driving around with the original ones. . . at least what was left of them.

OIL LEAKS

A lot of DeLorean World articles have covered this subject. The Douvrin engine is very sensitive with regard to oil leaks. Leaks often stay undiscovered. Because of the 7.5 liters of oil inside, you don't miss one liter if it has leaked away. Luckily, most oil leaks can be diagnosed easily. The crankshaft seal is the most likely cause of an oily engine. It is most easily replaced by removing the rear fascia.

"AS LONG AS WE HAVE OWNED OUR DELOREAN, IT HAS BEEN HAUNTED BY THE COOLANT-LOSS GENIE! IF YOU WANT TO ELIMINATE COOLANT LOSS FOR GOOD, YOU HAVE TO CHANGE ALL HOSE CLAMPS AND, AT THE SAME TIME, REPLACE ALL CRACKED HOSES. THIS ALONE MAKES A GREAT IMPROVEMENT."

Remove the pulley-nut with an air-hammer (Believe us, without this equipment, it won't come off!). Then carefully turn the crankshaft pulley until the woodruff key lays on top of the crankshaft. This is of major importance. If you remove the crankshaft pulley without turning it the right way up, you will be punished immediately. The key, if not on top of the crankshaft, will fall into the oil pan. Recovering the key will involve removing the oil pan!

After you have removed the pulley, you can see the seal. Using a screwdriver, remove the old seal. Put an adequate amount of grease into the opening and insert a new seal. Use an insert tool, or a little hammer, to drive the seal into the opening. Tap equally around the seal until the surface of the engine block mates to the surface of the seal. Then replace the pulley and apply Loctite to the threads. Replace the nut, and torque to specification. Should you still find oil on your garage floor after this, see if the plugs on the engine block are still leak-free.

pressure builds up, the cap releases this pressure at a certain level. The cap-valve opens and, as pressure is released, it also sucks coolant into the overflow hose. The only way to prevent this is to replace the coolant bottle with one having an improved design. For emergency replacement, you can buy a BMW overflow bottle, but then you need to change the bottle mountings. It is better to buy an all-aluminum replacement from one of the DeLorean suppliers that advertise these. This design is different, so no coolant can be lost due to pressure.

In addition to coolant loss, I also want to point out that your coolant bottle will crack sooner or later. In the photo you see a bottle which shows a brown color in one place. If you could look more closely, you could see little cracks in the brown area. They appear to be harmless, but you won't be the first person to find an exploded bottle after a high-speed drive. These cracks are a weak spot, and as pressure builds up this is the place where it will literally explode.

Continued on page 16.

COOLING FAN THERMOSTAT FAILURE

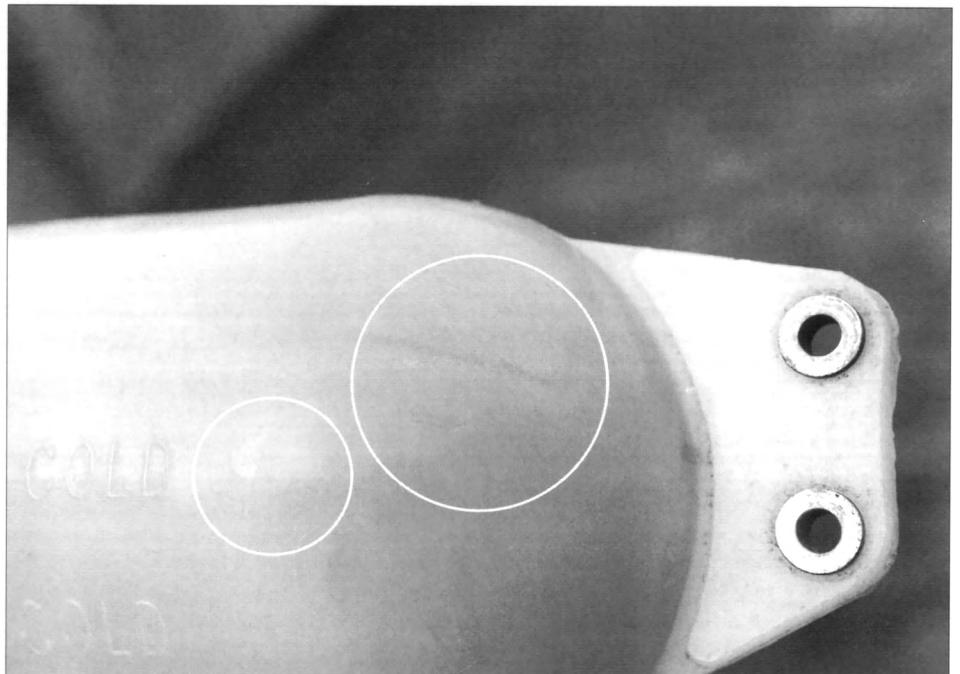
Check your fans and see if they are both drawing air through the radiator. I recommend installing a by-pass switch. The installation is outlined in DeLorean World Vol. 3, No. 4. It enables you to run the cooling fans constantly should the temperature of your coolant rise due to thermostat failure. You can run the fans by a push of a button.

COOLANT LOSS

As long as we have owned our DeLorean, it has been haunted by the coolant-loss genie! If you want to eliminate coolant loss for good, you have to change all hose clamps and, at the same time, replace all cracked hoses. This alone makes a great improvement.

But then there is also the coolant bottle. If it hasn't cracked, it can still lose coolant. This is due to a construction fault. You see, the little hose coming from the engine constantly supplies coolant to the bottle. As

Flawed plastic coolant bottle. Areas circled are a dark brown in contrast to the tan color of the bottle.



Continued from page 15.

WATER PUMP

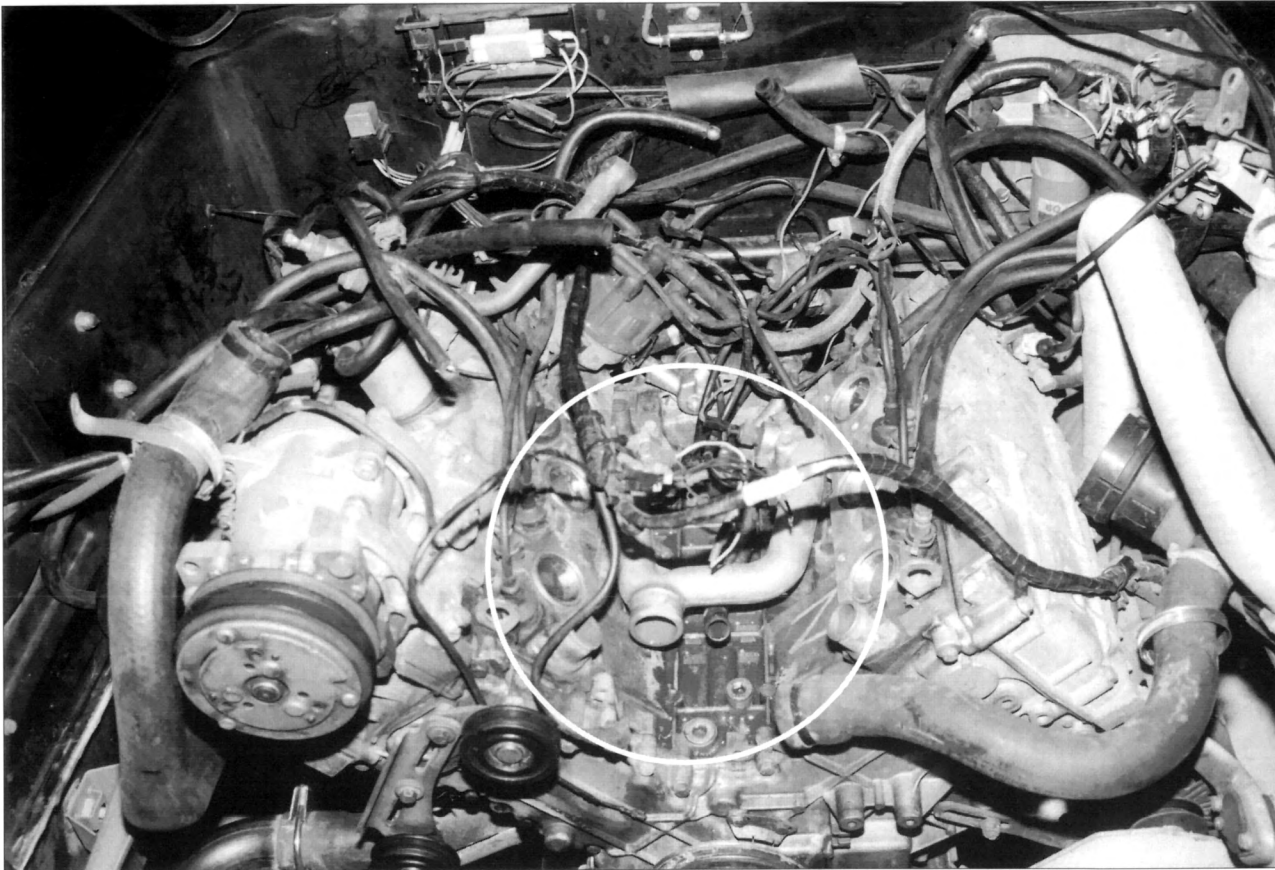
Another coolant problem can be caused by the water pump. Coolant loss from this source is very hard to verify because lost coolant will almost instantly evaporate due to engine heat. The evaporated coolant, however, can be smelled. This takes a little practice. If you don't want to sniff your engine, you can put a screwdriver in the space between the pump and the engine. Should it come out wet, you probably have a leak in one or both hoses behind the water pump.

Replacing these hoses requires removal of the intake manifold. If you like to do this yourself, follow the procedure in the Workshop Manual. I will add a few tips. Before you start the replacement, check to see if the water pump leaks coolant. Check the leak-hole of the pump, just below the pulley (there is a picture of the pump in DeLorean World Vol. 6, No. 3). If

this hole feels wet after a drive, you also need a new water pump! This tip will save you at least one afternoon of work. Release all coolant by removing the plug just over the oil filter. The photo on this page shows the engine after the water pump and the intake manifold have been removed. You can clearly see the two pipes, which are connected to the water pump by two defective hoses.

If you follow the above directions, you have a bonus. You can easily replace the spark plugs now and you can also work on the ignition coil should this be necessary.

Always change the O-rings in the engine. Reusing the old ones will result in air leaks. On our car, this was the case. The former owner tried to prevent air leaks by applying silicone paste to the old O-rings. The paste was probably more expensive than new O-rings, and it still didn't work!



The circled area shows the two defective hoses after the water pump and intake manifold are removed.

INTERIOR LIGHT

The interior lights, located in the front and rear headliner, can partially melt due to the heat produced by the light bulb. If you try to remove the light fixture, this can also result in a broken bezel. If you buy a replacement original interior light, you will still have this problem. We replaced ours with an interior light from a Peugeot 504 (from a Renault Fuego will fit as well). This bezel is a little different from the original DeLorean light, but it is also stronger. But if you don't know this, you don't see a difference. And it is a lot cheaper as well. We bought one in the Netherlands for about \$10.

CLUTCH AND CLUTCH CYLINDER REPLACEMENT

Should the level of the clutch reservoir drop permanently, check your clutch master cylinder, near the clutch pedal in the footwell. If you see some wetness around the rubber boot, the best you can do is change the entire cylinder. But if the rubber boot is completely dry, the fault is probably the slave cylinder. It is located on top of the spot where the engine and clutch housing mate.

You can reach the slave cylinder easily if the intake manifold has been removed (see procedure under Water Pump). If you don't want to perform major surgery on your engine, you can also reach the slave cylinder by lying down underneath your car (don't forget to raise the back end for your own convenience). First release the clutch line from the cylinder and cap it off to prevent dirt from entering. Then release the two bolts securing the cylinder to the engine. With a little effort, you can raise the back of the cylinder slightly and then remove it. There is no solid connection to the clutch-fork, so it should come off very easily. Installing a new slave cylinder is somewhat more difficult. If you insert the clutch-fork pin into the new cylinder first and then depress it, you should be able to manage after a few attempts. Replace the two bolts and reconnect the clutch line.

After each time you disconnect the clutch line, you must bleed the system (see DeLorean World, Vol. 4, No. 3) until all the air has been removed. Your clutch may still have a free stroke (that is more than 2 cm) but this will reduce as you use the clutch while driving. After you have replaced all these components, you can throw away your adjustable clutch links or cotter pins. Your clutch should perform as new again. ☞

BUYING A DELOREAN IN EUROPE

Frank Lommen and Wendy Peeters
Venray, Netherlands

The DeLorean car caught our attention sometime in the early eighties. I (Frank Lommen) vaguely remember a documentary starring John D. and his DMC 12. The image of the car must have made a big impression on me back then. How strange it seems to me now that what I dreamed of then is reality for me now.

In 1985 the movie *Back to the Future* was made starring the DMC-12 and Michael J. Fox. I saw the movie three or four times, and it wasn't for Michael Fox. After the first time, I started to look for more information about the car and my desire to own one myself (in the future) grew.

In 1990, I attended car shows in Mook and Hilversum in the Netherlands. In Mook, I sat in a real DeLorean for the first time. The leather interior, the instruments, steering design . . . , it all felt so perfect. I was impressed. It was exactly as I had imagined. In Hilversum, I met Gerrit Verkerk. He invited me to his automobile showroom. He owned a few DeLoreans and he took me for my first drive. He also gave me the DeLorean Owners Association's address. Of course, I joined immediately.

For the next three years I watched for sale ads in the newspapers. Where possible, I drove to the addresses to see the particular cars that were for sale. What struck me most back then was the poor condition those cars were in. And still at a very high price! I also became familiar with the maintenance requirements and how to get spare parts.

I saw our car for the first time on August 19, 1993. There was an ad in a German car magazine. A week later, it was my birthday and we took the occasion to drive out in the country. We drove to Havixbeck in Germany to take a look at this DeLorean. As the garage door opened, we were astonished. This car seemed nearly perfect and at a really reasonable price. It was manufactured in October, 1981, had 20,000 miles on the odometer and its VIN was 6183.

VIN 6183 had been bought originally by Inc. and Ideas, c/o Twitty & Co., Indian Rocks Beach, Florida on December 18, 1981. The original window invoice was still present as well as the original warranties and Dealers list.

If any reader can put us in contact with these former owners (the company does not exist anymore), we would be very glad!! We are interested in our car's history. It was last registered in Pennsylvania. ☞

T H E R E A R E DeLoreans

T H E R E A R E DeLoreans

By Bruce Benson, Lino Lakes, Minnesota

I know of several people with two or more DeLoreans, but I've never considered owning more than one until I ran across this classified ad in a recent issue of the daily newspaper.

The ad was as follows:

**1981 DeLorean, AT, runs
good, needs minor work
\$8500 PHONE #**

Wow! I've learned my way around DeLoreans during the 13 years I've owned mine and minor work is a piece of cake. I leaped the next major hurdle by convincing my wife this frivolous adventure wouldn't deplete our winter vacation fund. I convinced her this car had to be worth considerably more than the asking price.

"HEY. NO PROBLEM."

My next step was an in depth telephone interview. "Is the frame rusty?" "Not to my knowledge. It seems very sound" was the reply. "What color interior?", I asked. "Grey." At this point the seller injected a bit of confi-

dence to create the feeling of honesty and openness. "I should tell you my car has a couple of flaws. There's a ding in the hood which I had a body shop attempt to remove, but you can still see it if you look for it." "Hey, no problem", I responded. "I can show you a couple of dings on my car. They're not readily apparent, but these cars came from the factory with dings." "Oh", he said, "and the radio was missing when I bought the car seven years ago." I told him "No problem, I have a radio."

STEP TWO.

The next step was to leave work early and drive across town to view this

exciting prospect. The seller lived in the neighborhood I grew up in and all

this nostalgia was a positive sign in my eyes.

As I drove up the drive, the rear of the stainless gem was pointed towards me. The fat rear tires and that familiar aggressive look intensified my anticipation. The seller came out the front door at the same time I emerged from my car. We met at the DeLorean. For the second time in as many days my thoughts funnelled into one word; WOW! This is the worst DeLorean I've seen in the thirteen years I've

"Hey, NO PROBLEM"

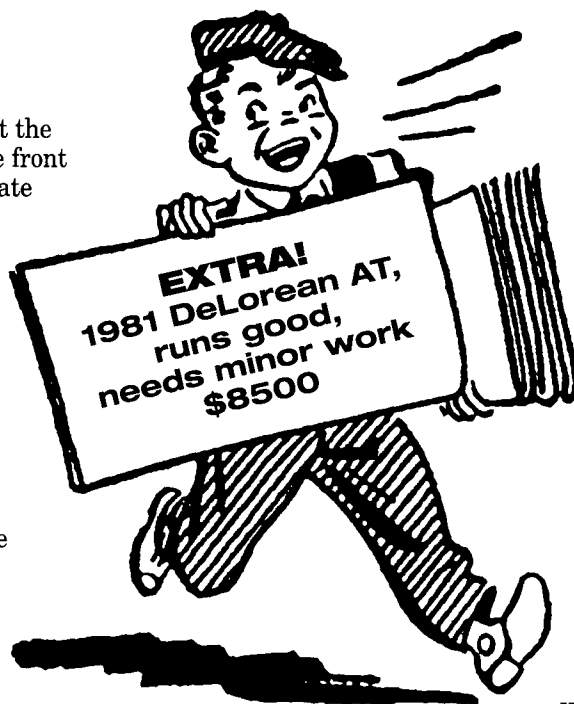
owned mine, and I've seen hundreds.

The minor hood ding turned out to be a diagonal crease from corner to corner, apparently caused by the hood somehow being folded in the same manner we made peanut butter and jelly sandwiches as kids. That was the good part. The bad part was the fact that this car was an early '81 but the hood and, I suspect, the front fenders were from an '82. The glue from the '82 DeLorean logo was still apparent on the left front corner of the hood.

DOMINO'S BEST.

I knelt down to inspect the frame and discovered the front section along with the plate securing the fuel tank were as red as the sauce on Domino's finest pizza. Rust with a capital R! The missing radio apparently hadn't been replaced because there was no way to accommodate an antenna. The '82 fender had no hole, the early '81 body didn't have the late model power antenna, and the windshield, of unknown origin, had no radio wire imbedded in it. These were the cars strong points.

The interior was black, not grey, although it was hard to tell as so much of it was missing. In addition to the radio, the passenger door panel, the A post trim pieces, the trunk and engine cover release cables were nowhere to be found and the windows were jammed in the half open position. The seller pointed out that some parts were in the trunk. I opened it to reveal what appeared to be the scene of some animal having made the attempt to bury something. The carpet was balled up on one side of the opening and the remainder of the trunk looked as though it had been involved in some sort of experimental surgery.



"COULD I SEE THE ENGINE?"

I summed up the courage to ask to see the engine compartment. I had to balance the louvers on my head, as the struts were missing, as were the ventilation screens in the engine cover. Most of the cover panels were gone, exposing the electrics, and the air conditioning compressor was gone. There was no air cleaner and there was a vice grip attached to the air hose going between the air intake plenum and the idle speed

motor. This was explained as the way to start a cold motor when the cold start valve doesn't function. I'm not sure how it would work but I don't suggest you try it. Without an air cleaner, I wouldn't guess the air/fuel ratio would be anywhere near normal and probably contributed to the bulk of his starting problems.

I WAS DISILLUSIONED.

To say I was disillusioned would be a tremendous understatement and my definition of MINOR REPAIR certainly seems in need of clarification, but it did teach me that there are DeLoreans and then there are DeLoreans.

When people tell me, "Hey, you can pick up DeLoreans all over for nine, ten, eleven thousand dollars," I'm going to run this experience through my head again and change the subject. These kind of folks don't know what they're talking about.

A car such as this would take an investment totaling the price of a decent DeLorean, just to make it road worthy and it still would be a shabby car. Unfortunately, time is taking its toll and nice DeLoreans are getting harder to find. This is going to take the price up in the not too distant future for the simple reason that the aging process is making restoration more costly and there is an increasing scarcity of squeaky clean ones on the market. ☹

"more than just another indoor parking lot for polished cars"

50 hardy Chapter 12 members and guests gathered at the famed Petersen Automotive Museum for a trip back into the history and legend of the automobile.



by Ed Bernstein
Area Regional Chapter 12 Coordinator
PHOTOGRAPHS BY JIM HALES

Regardless of what you've heard, we have never had an Area Regional Chapter 12 event canceled because of an earthquake!

On Sunday, November 20, 1994, approximately 50 hardy Chapter 12 members and guests ventured in their DeLoreans to brave a typical Southern California winter day (78 degrees and bright sunshine) to rendezvous at the famed Petersen

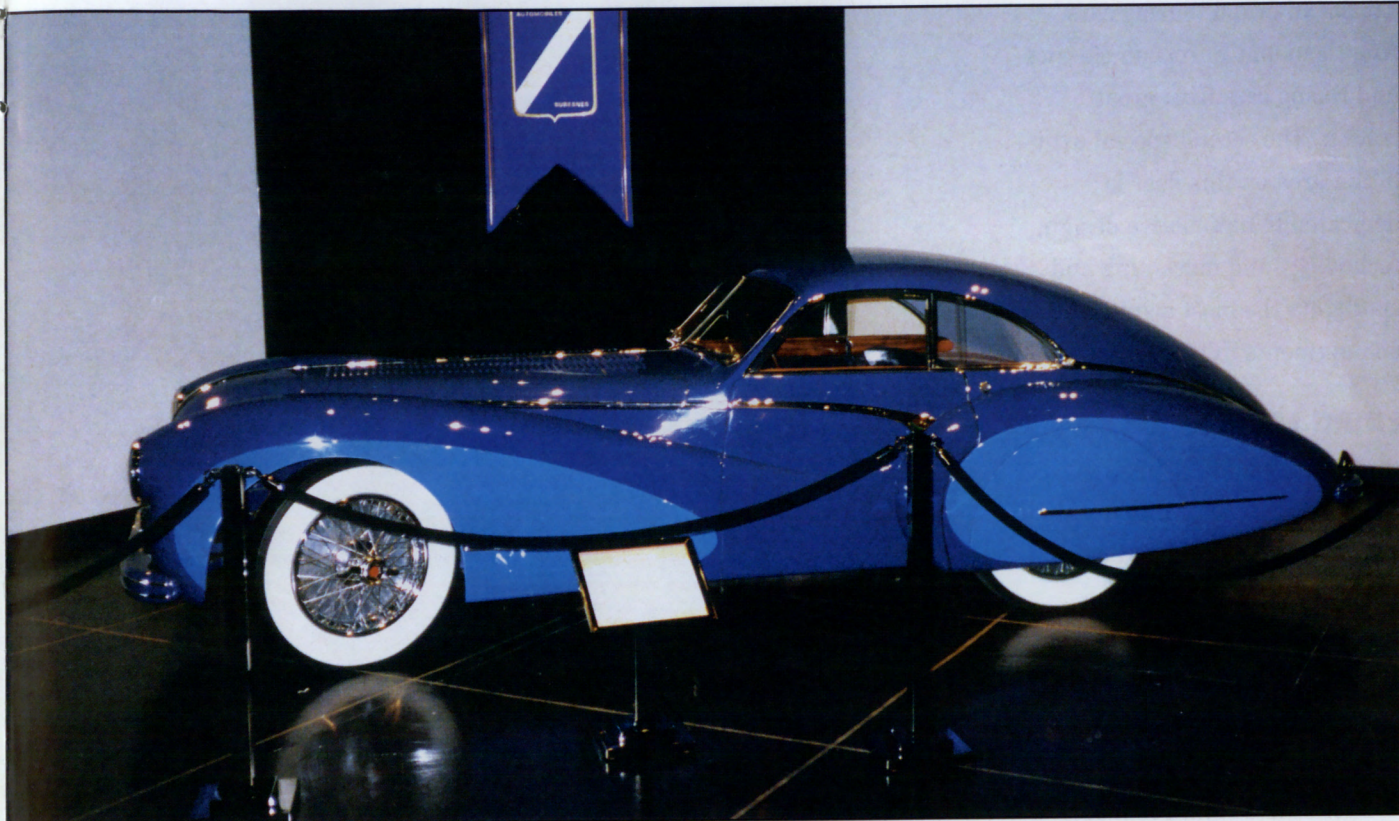
Automotive Museum for a trip back into the history and legend of the automobile.

The new three-level museum houses a unique array of antique and special interest automobiles, ranging from the 1994 Flintstone's Bedrock Car to a reproduction of the downtown blacksmith's shop where Carl Breer assembled a steam-driven car in 1902. We not only saw that unique car from the museum's collection, but also an accurate replica of the apprentice

area and tools utilized by Carl Breer, who became one of the leading automotive engineers in Detroit. Welcome to Hollywood!! Through the use of cinematic techniques to visually and audibly record history, his dirt floor blacksmith's workshop is accurate in every detail, including cobwebs in the rafters. Carl Breer later became the chief design engineer for Chrysler Motor Company and worked extensively on the 1935 Airflow automobile.



Below and below left: A couple of French beauties.



Henry Breer, Carl's great nephew, lives in Altadena, California, with his wife, Mimi. He owns a DeLorean and is an active member of Area Regional Chapter 12. It sure would be a great shot to get a picture of Hank and his DeLorean next to his Great Uncle's car. Of course, the DeLorean is no stranger to the blacksmith's shop either. Just ask Doc Brown.

THE EXHIBITS

All the floors of the Petersen Automotive Museum gave us new

experiences and perspectives about the automobile. The museum is a visionary in the way it showcases the automobile and points to its real significance.

FIRST LEVEL:

Maintaining the time-travel legend of our DeLoreans, our members and their guests walked through time in a 'Streetscape' to experience firsthand the authentic scenes, life styles and actual vehicles that marked the milestones of the motor car and shaped the history

of Los Angeles. The journey was enhanced by exciting sights, sounds and smells around each historic corner.

SECOND LEVEL:

The second floor provided two special changing exhibition galleries. The first of these examined specific themes in automotive history. Cars loaned from private collectors, and from other museums and corporations demonstrated special interest with specialty cars such as American hot rods, muscle cars,

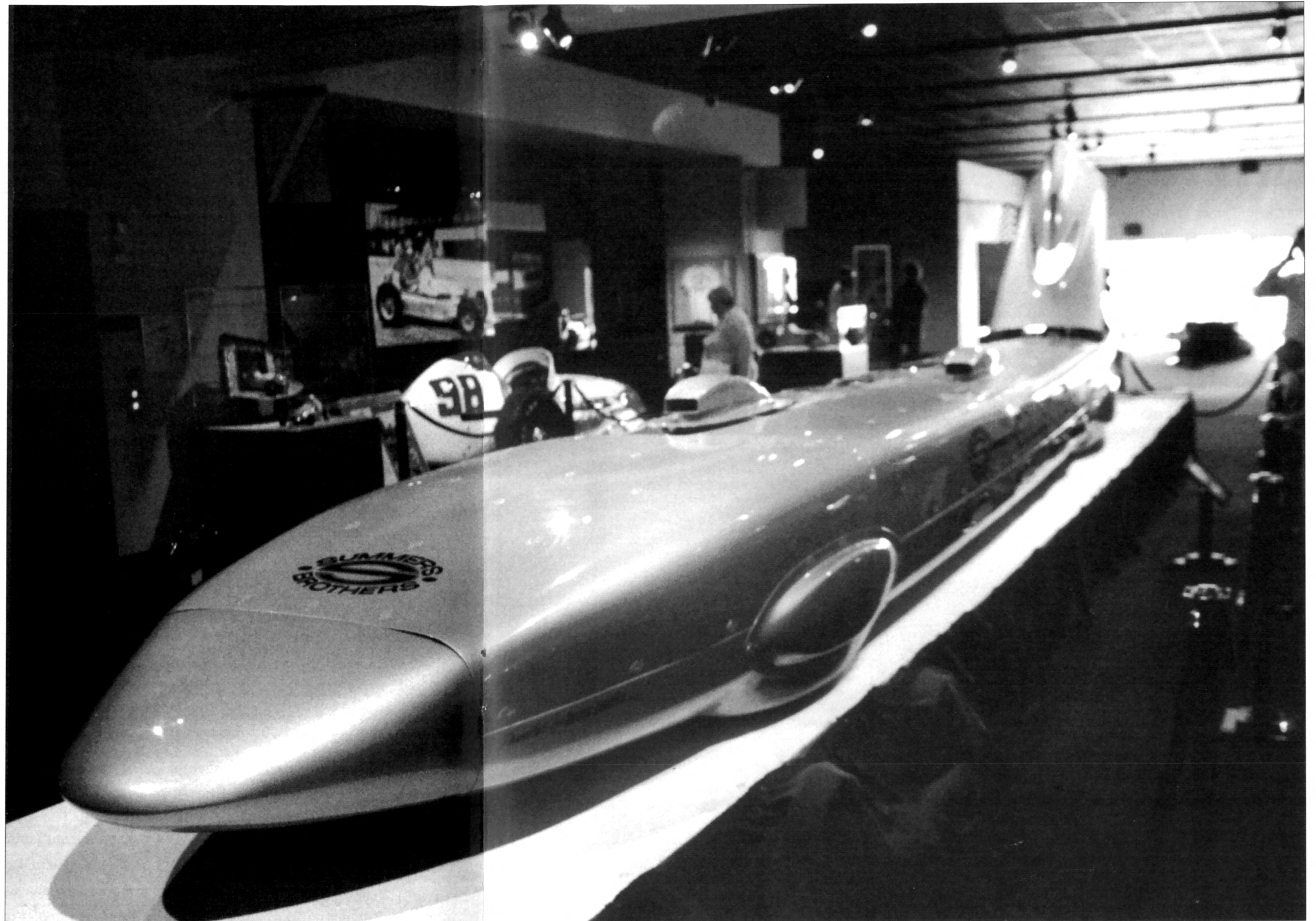
European grand touring cars, American and European classics and racing cars from great tracks. The second special exhibition area on this floor is dedicated to automotive design, technology and marketing and spotlights the most significant achievements in these areas.

THIRD LEVEL:

The third floor features what is said to be three of the finest art galleries in the world dedicated to the automobile. Major exhibitions showcase the works of significant automotive artists, illustrators, photographers, sculptors and craftsmen as well as automotive toys, pedal cars and automotive advertising art.

Education classrooms and a research library are also located on this floor. The museum's educational programs provide a unique opportunity for the public to attend special classes, lectures, films and demonstrations which address the multitude of ways the automobile has shaped the twentieth century.

Our sincere appreciation is extended to Linda Murray, Education Coordinator for the museum who assisted us in setting up this outstanding event for our Chapter members.



AND THEN TO BRUNCH

After checking out the museum gift store which was chock full of auto-related goodies, we all gathered at the nearby Callendar's restaurant for a wonderful buffet brunch which featured everything from champagne and omelets made to order, to Thanksgiving turkey with all the fixins' and so many desserts and pies that it put some Las Vegas buffets to shame.

For those members who wanted to walk off some of the great food, there was plenty of extra time to visit the famed



Page Museum at the La Brea Tar Pits, the Los Angeles County Art Museum next door, or to drive a couple of miles into Beverly Hills for some early holiday window shopping.

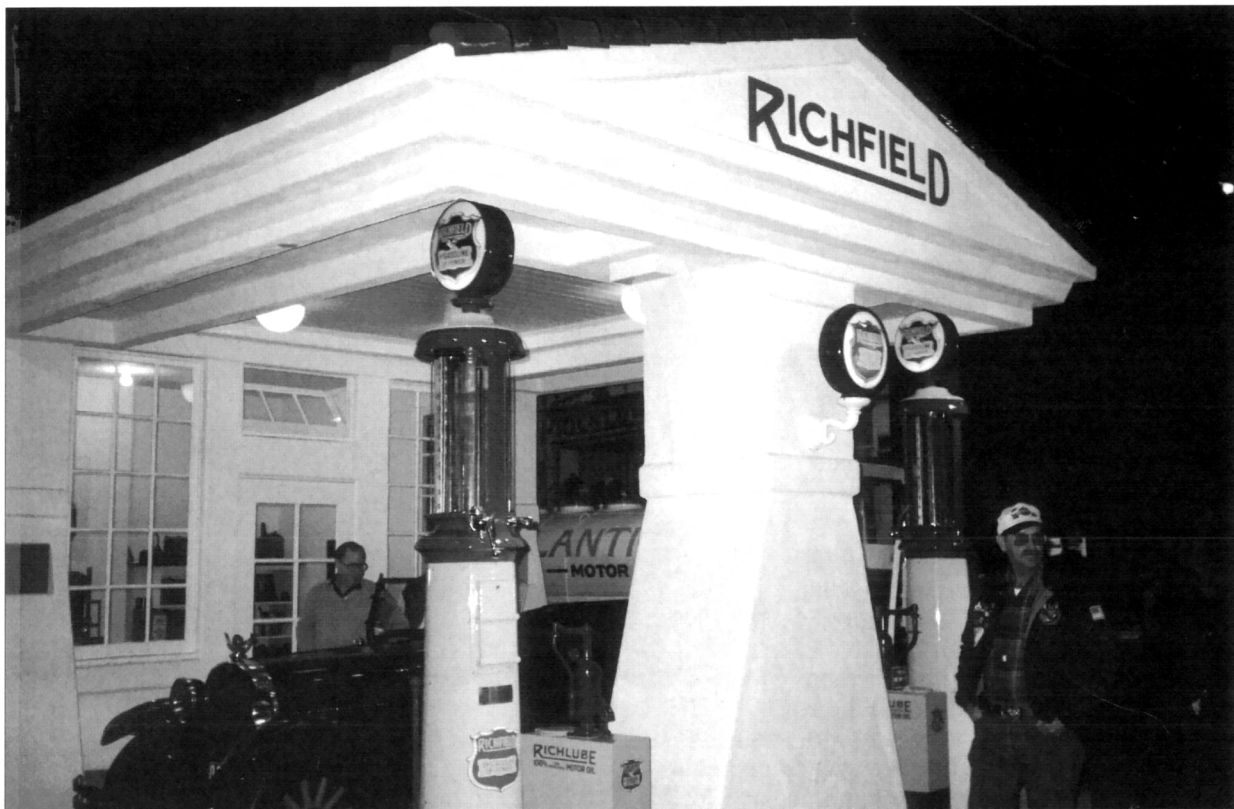
Area Regional Chapter 12

invites DeLorean Owners Association members from all over the world to join us at one of our events whenever you are in Los Angeles. ☞



*Right: Ed and Millie Bernstein
check in attendees at the
entrance to the new Peterson
Automotive Museum
in Los Angeles.*

*Below left:
Members, left to right, Susan
Weinreb, Bob Weinreb, Don
Sigler, Delores Hales, Jim
Hales, Jack Balderston.*



LAS VEGAS, HERE WE COME!

Linda Porter, Activities Director

Start growing your mutton-chop side burns and dig out those rhinestone-studded jump suits. Las Vegas, here we come!

Las Vegas is always a popular venue for DeLorean owners to gather. Expo '95 should be especially exciting if you haven't been to Las Vegas in the past year. New hotels have opened and many have expanded, including the Rio Hotel, site of our September 28 - October 1 meeting.

The fun begins Thursday evening, when we'll gather at the Rio for our welcoming reception and a chance to meet old and new friends. Later in the evening, we will travel to one of the Strip's new hotels, Treasure Island. There we have reserved a block of tickets for the highly acclaimed show MYSTÈRE from Circle Du Soleil. This show has received raves and I am looking forward to seeing it.

Back at the Rio, we'll be entertained and fed at ¡Conga! on Friday night. This is a Dining Show Adventure set in a South American themed atmosphere. It features a unique, state-of-the-art video environment combined with live music, dance, interactive performing waiters and live action cooking! Whew! ¡Conga! stars 'Rio Rita' and 'Chef Rico' and promises to be an exciting evening.

When you're not eating at one of the Rio's eleven dining choices, or attending one of the many planned DeLorean Expo events, you may want to take advantage of the free shuttle service to the Strip. The shuttle leaves the Rio every hour from 10 a.m. to 11 p.m. with two additional runs on Friday and Saturday nights at midnight and 1 a.m. One of the shuttle stops is the new MGM Grand Hotel. The Luxor is only a block away. Here is your chance to visit two of the newest additions to



the Las Vegas scene.

With all the new places to see and new people to meet, I'm willing to bet that Expo '95 in Las Vegas will be another winning event. And that's one bet with odds in our favor. 🍀

THE DeLorean Fever

by Joshua D. Schwartz
Coral Gables, Florida

As a DeLorean enthusiast for almost five years, I believe that I have caught the "DeLorean Fever." This passion began with the first "Back To The Future" movie; and the "Back To The Future" movies that soon followed kindled my fever from this point on. Other influences include a Teen Tour to Southern California. As I was walking down a street in San Diego with a group of friends, the letters on the grill of a lone DeLorean struck my eyes. In awe, I ran toward the car and I became paralyzed. Because of that experience, I felt a need to find out more about the car and the man behind it all.



Joshua and his DeLorean.

I READ ABOUT JOHN DELOREAN

When I returned to Connecticut, I took out the only book that the public library had on John Z. DeLorean. After reading that book, I knew that a DeLorean automobile would someday be in my possession! I obtained literature from various people and I checked out many books from the public libraries around the state. With that, I started my own memorabilia collection. I received a subscription to the Hemmings Motor News and I began cutting out every ad for DeLorean automobiles that I found. I learned of the DeLorean Owners Association and joined in October of 1991. Soon after, I found out John Z. DeLorean's address and I wrote him a letter explaining that I was 15 years old and a big fan of him and his dream car. I told him that I, too, wanted to "live the dream". I would accomplish this by buying a DeLorean automobile. Meanwhile, I joined the DOA Chapter 36 in Long Island New York and went to one of the meetings at P.J. Grady Inc. I talked with Rob Grady, the owner of the shop and learned a great deal about the car. When I got home, I felt a need to learn even more.

I WANTED A DELOREAN TO BE MY FIRST CAR

My birthday was in July, and I wanted a DeLorean to be my first car. With a little nag-

ging, I talked my father into looking at some cars. I went to see my first car in Norwalk, Connecticut and fell in love with it. My father and I decided to have a pre-purchase inspection done on the car. When we received the inspection report, we found out that the car needed more work than I could afford. Since I would be paying for the car myself, I realized that I did not have the resources to repair it then. My father and I discussed the

situation and I decided against buying the car, which turned out to be a good decision. In place of buying a DeLorean, I bought a Mercedes-Benz 190 E. This car proved to be more economical than a DeLorean at the age of 16. However, this mature rationale did not last long. I again caught the "DeLorean Fever" and decided to look for the right car. Keep in mind this was only four months after I bought the Mercedes.

Time passed, and the next issue of DeLorean World Magazine arrived. I saw that the Expo was going to be in Williamsburg, Virginia. Immediately, I sent my money and made reservations. Finally, I could go to one of the Expo's. Originally, I wanted to go to the one in Arizona, but I had no luck. Then came the Las Vegas Expo, but I could not go. Next came Euro Expo. This I could not miss, but I did! But not this Expo, I would do anything to go, and I did. Since I would be in Virginia for the Expo, I decided to miss my Senior Prom, which happened to fall on May 20, the weekend of the Expo. It really did not mean that much to me. I did not have a girlfriend, and I was in love with the DeLorean more than with any girl in my school.

I WAS IN HEAVEN

Once I got to Virginia, I was in heaven, DeLoreans galore! I kept on hearing the hum of DeLorean engines. As the cars zipped by, I started running after them. I tired myself out by chasing all the cars, so I decided to stop and get some rest. Throughout the weekend I talked to more people than I had ever thought I would. I met many owners and learned a great

Continued on page 33.

DeLorean One is on the move.

DeLorean One/California moves to a new location.

We simply outgrew our Canoga Park facility. So, we moved to a much nicer location in Chatsworth.

You are always welcome to stop by and visit our new facility if you are in the area.

More and more DeLorean owners are turning to DeLorean One.

Why are we growing while so many others are cutting back?

We see the answer nearly every day in the cars that come in for repairs. Owners have either tried to fix them themselves or someone else has. The work is inadequate and the parts are inferior or incorrect.

Invariably these owners tried to save a dollar and ended up spending two. So they finally decided to have the job done right at DeLorean One.

Our custom hauler is always on the move.

You might consider joining the growing number of DeLorean owners around the country who are having us pick up their cars in our enclosed hauler.

We'll take your car to one of our facilities, repair it right and return it to you. Anywhere but Hawaii or Alaska.

Our warrantied DeLoreans have become a big hit, too.

We knew our 6 month/6,000 mile warrantied DeLoreans would

be popular. We just didn't realize how much.

Once again, people are realizing it pays to work with us. They can save a lot of money in the long run if they purchase a refurbished DeLorean from DeLorean One.

DeLorean One parts are selling like hot cakes.

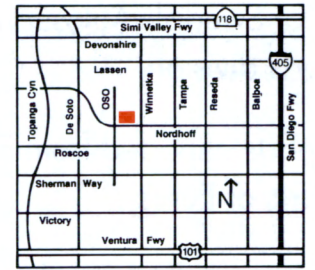
You never need to worry about inferior or improperly stored parts at DeLorean One. We stand behind every nut and bolt 100%.

Hundreds have already joined our Preferred Client Program.

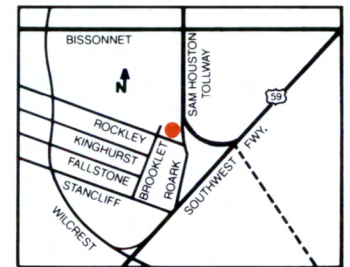
Hardly a day goes by that someone doesn't become a DeLorean One Preferred Client. And for good reason. The benefits are significant and it's always good to have our kind of support behind you.

Why not join the growing ranks who have turned to DeLorean One.

Discover for yourself why so many DeLorean owners are coming to us for the very best in parts, service and support.



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CLUTCH MASTER CYLINDER	\$123.00	Cap, Rotor, Ign. Wires	\$175.00
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2147

JACK BALDERSTON

THE DELOREAN FEVER

continued from p.29

deal of information about the car. The tech seminar was a great help in educating me on the DeLorean, and the Concours d'Elegance was spectacular. I never thought that I would see so many DeLoreans at one time. I met so many wonderful and helpful people, yet I will never forget the three guys who inspired me the most to buy a DeLorean. One of those guys is Trevor Summers. He is 20 years old. He came alone from Georgia to be a part of the Expo in Virginia. He bought his DeLorean when he was 19, inspiring me to do the same, but at an earlier age. Also, Tom and Mike Halker, from Toledo, Ohio. They, too, were a great help in my decision to buy a DeLorean. I also cannot leave out the numerous others who spent time talking with me and gave me valuable information about the car. It was great getting to know everyone at the Expo.

I VOWED NOW, I'D BUY A DELOREAN

As I left Virginia, I made a promise that I would buy a DeLorean in three weeks. That promise came true on June 4, 1994. I became the proud owner of vehicle SCEDT26TBXD001292. The reason that I bought the DeLorean before I went to college, better yet before turning eighteen, was because I did not want to wait until I graduated from college. I believe that in four years from now, the DeLorean will appreciate immensely, and it will be hard to buy one in decent shape.

In conclusion, I would like to explain the euphoria of driving a DeLorean to those of you who do not yet own one. The experience is like no other. Just imagine me the day I drove my DeLorean home for the first time. I am driving down the highway with my Ray Ban sunglasses on and

Van Halen's Top Of the World blasting. That song made me feel as if I were on top of the world! It was a great experience, and I will never forget it. Now that I am at the University of Miami, which is about 1,400 miles from Connecticut, I can truly say that I miss my DeLorean immensely. I know that my decision to buy the DeLorean when I did was the right move then. Now I know for certain that when I come home during winter and summer recess, not only will my family be the ones I would enjoy seeing, the DeLorean would be as well.

As you can see, my struggle to find my dream car has been a long and laborious adventure. I am happy to finally say that my fever has subsided, now that I own a DeLorean, and because I have also "lived the dream". To everyone, I thank you for all your help and encouragement. See ya on the road... 🚗

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THE FIRST 25 CURRENT COLLECTIBLES

By Peter Frey

reprinted from "50 Shrewd Automotive Investments"

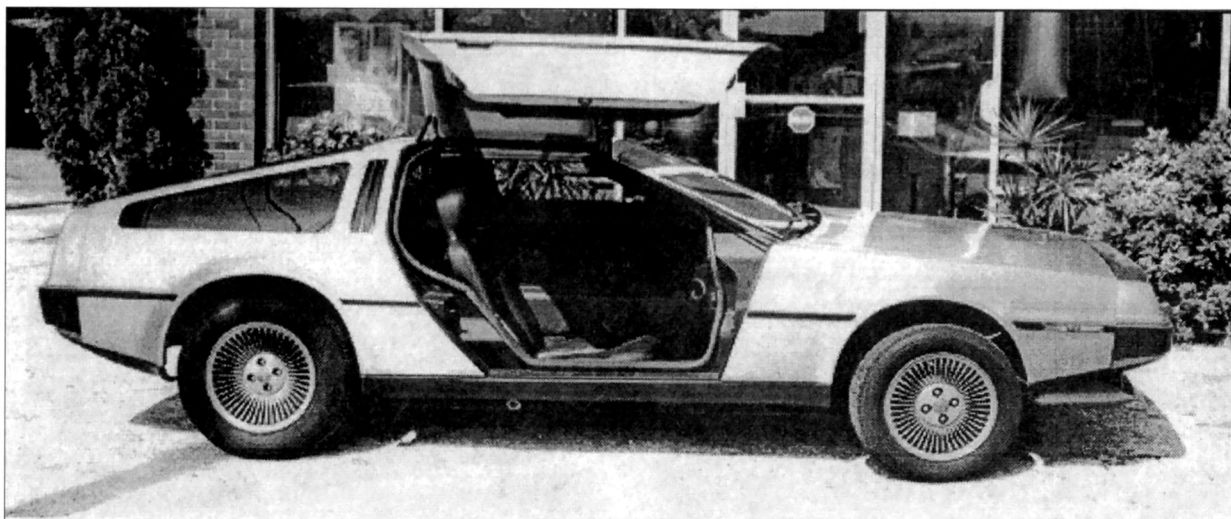
Here are the experts' choices of current collector cars which should continue to provide good investment opportunities:

- All Aston Martins (especially 1949-'68 DB series)
- BMW 2002 tii (1972-'74)
- 1953 Buick Skylark
- 1959 Cadillac Eldorado (especially Biarritz model)
- 1975 Chevrolet Caprice convertible
- 1963-'67 Chevrolet Corvettes (especially big-engined versions)
- 1955-'57 Chevrolet pickup trucks
- 1973 Cord
- 1957-'58 Chrysler "letter cars": the 300C and 300D
- ★ **1981-'83 DeLorean DMC-12**
- 1967-'72 Fiat Dino
- 1951-'56 Ford F100 pickup trucks
- 1949-'74 Jaguar XK120, XK140, XK150, E-Type 6, and 12-cylinder
- 1954 Kaiser Darrin (largely unknown but poised for recognition)
- Lamborghini Miura (especially higher-performance 1965-'69 S and SV models)
- 1967-'73 Lancia Fulvia Zagato coupe
- Mercedes-Benz 300SL (1954-'57 Gullwings and 1957-'61 roadsters)
- 1954-'63 Mercedes-Benz 190SL
- 1969-'71 Mercedes-Benz 280SL
- 1956-'62 MGA and 1962-'70 MGB
- Any early Porsche (especially 1954-'58 Speedsters and 1958-'64 356A and B models)
- Any Rolls-Royce or Bentley (Good condition is especially important as repair costs can be high and parts are hard to get.)
- 1965 Shelby GT-350
- 1954-'81 Triumph TR2, 3, 4, 250, 6, 7, and 8
- Any 1939-'50 "woodie" sedan or station wagon from Ford, Chrysler, or Nash
- 1955-'59 Volkswagen Beetle convertible

Reprinted from *ROBB REPORT*, January 1994

A \$55,000.00 DeLorean?

Ed Davidson, a DeLorean Owner from Del Mar, CA, ran across this ad while travelling in central Florida. Going once, going twice...



1981 DELOREAN, in storage since new, 3000 original miles, serial # 1429, listed in the current Robb Report as one of the most collectible cars, brand new condition, \$55,000, trades considered. 818-321-3087. FK12018U1A*

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MEMORABILIA

BOOKS FOR SALE - Complete set of DeLorean World Magazines in 3 Binders. **DeLorean One Workshop Manual**, June 1981 Popular Mechanics with DeLorean Sportscar on Cover. **DeLorean - The Stainless Steel Illusion**. \$350 for all - Contact Skystone Lambert (310) 398-9761

DeLoreanize your IBM compatible Computer with Windows 3.1 Software! Windows Kit: Icons, Backdrops, Sound Clips and Scanned Images. \$15.00. DMC TruType Font: Styled after the lettering on the back of the DeLorean. Use this type style with your favorite Windows programs. \$20.00 @ \$2.50 shipping per item. N.Y. residents add 8.5% Sales Tax. Send checks to: axe Creatives, 35 Parkway Drive North, Commack, N.Y. 11725, (516) 864-4907

"Book Wanted" The Stainless Steel Illusion. Call Louise (407) 783-5056 or fax (407) 784-0875.

The Back To The Future™ Fan Club

For all fans of the film series, the simulator rides, the animated cartoons, the celebrities of the series, the music in the films, and the DeLorean time machine vehicle. Membership dues are only \$10.00 per year U.S. (\$15.00 foreign), and include four issues of the *Hill Valley Telegraph* newsletter, a free BTTF membership kit, and BTTF merchandise ordering information. Please make checks or money orders payable to Stephen M. Clark, and mail to: **The Back to the Future™ Fan Club**
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Northern California Area - DeLorean Service and Repair -

We specialize in all facets of DeLorean service, repair, and body work. **Motoring Performance Foreign Auto Service, 1433 Mazda Drive, Walnut Creek, CA 94596 (510) 938-1646.**

CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 12, No. 2 Apr. 1, 1995
Volume 12, No. 3 July 1, 1995

DELOREANS FOR SALE

1981 DeLorean - 12,000 miles, 6-speed, grey interior, new-like condition, always garaged. Asking \$24,000 or trade for 27-30' Diesel Motor Home with low mileage. After 4:30 EDT at (607) 729-2414

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CLASSIFIEDS continued.

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Because the acquisition of articles continues to be an ongoing problem, The Association is now offering **\$50.00 in payment** to the author of any feature-length article that is published.

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When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

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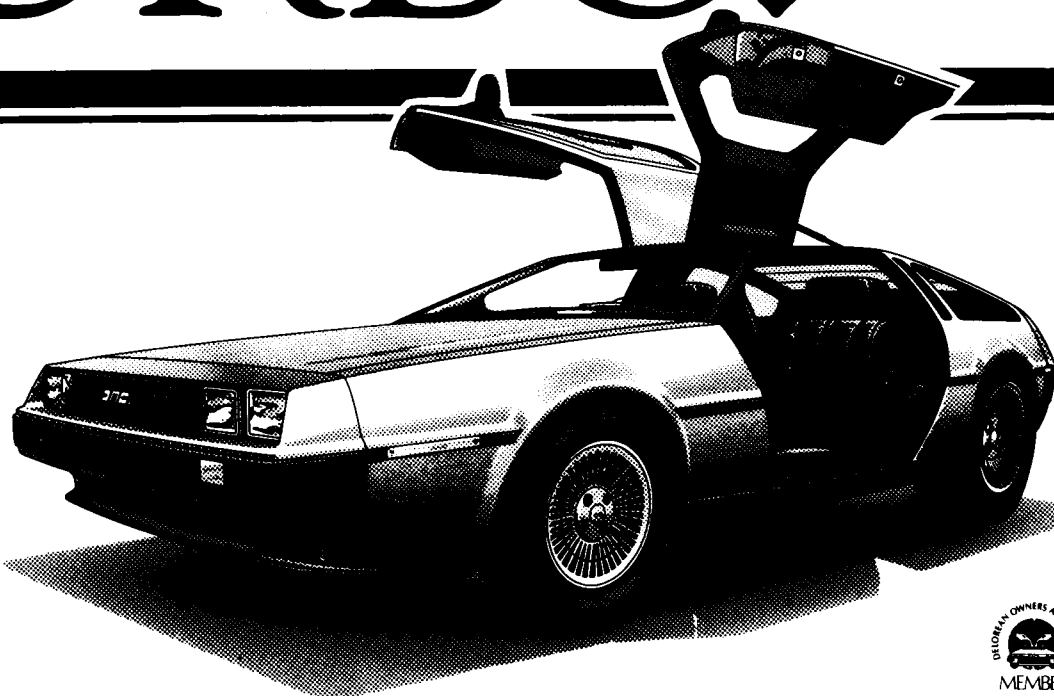
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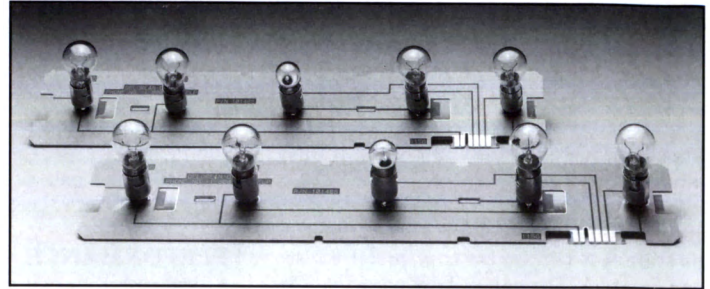
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